

SHIP BUILDING IN NEW YORK.

Number of Vessels Launched during the past six months—Account of those now building—Their Class, Tonnage, Trade engaged in, &c.

We present our readers to the following account of ship building in New York, from the last of January to the commencement of the present month. It shows the number of vessels launched in that time, and those now on the stocks, giving their classification, size, and other particulars.

Although at the present time freights are dull, and the market pretty well stocked with vessels, there is a good amount of business doing in ship building, nearly every builder having something in hand.

We commence our list with the work at the yards of

MESSRS. WESTERVELT AND CO.

Launched.

Jan. 10.—Clipper ship Golden State, of 1,350 tons, for Messrs. Chambers & Heiser.

Jan. 15.—Clipper ship Resolute, of 750 tons, for Mr. Miller.

April 7.—Steamship Jamestown, of about 1,200 tons, for Messrs. Ludlum & Pleasant's New York and Richmond line.

June 21.—Clipper ship Sweepstakes, of 1,000 tons, for Messrs. Chambers & Heiser.

On the Stocks.

Packet ship Calhoun, of 1,600 tons, for Spofford, Tilton & Co.'s Pacific Line of Liverpool Packets. She is the largest packet ship ever built, being, according to carpenter's measurement, 2,000 tons burthen. She will be launched on Wednesday. Her dimensions are—length, 208 feet; breadth, 43 feet; depth, 29 feet.

Clipper ship Kathay, of about 1,500 tons, for Goodhue & Co. She is 220 feet long, 41 beam, and about 22 feet deep.

Two steamships for the Pacific Mail Steamship Co., of 1,800 tons each; 264 feet long on deck, 34 feet beam, and 26 feet deep; to be fitted with double beam engines from the Morgan Works.

Two steamships for Mr. Chas. Morgan, one for the New Orleans and Texas trade, and the other for the New Orleans and Vera Cruz trade. The latter, which is named the Vera Cruz, will register 1,200 tons, and be of the same model as the steamship Jamestown. She will be 240 feet long, 34 wide, and 17 deep. The other will register 1,100 tons, and will be 215 feet long, 34 wide, and 16 deep.

The tonnage of all the above vessels, built or building by this firm, where not otherwise mentioned, have been calculated by government measurement.

WILLIAM H. WEBB.

Launched.

Jan. 27.—Schooner Fanny, of 157 tons, built for Schiff & Brothers, and afterwards sold to Mr. J. W. Winkle, who fitted her out for Australia, whence she sailed on the 2d March last, under command of Capt. Jamieson, and was fallen in with on the 7th April abandoned. Her wreck has since been several times fallen in with, but the fate of her crew is unknown.

April 30.—Clipper ship Young America, of about 2,300 tons burthen, now on her first voyage to San Francisco, under command of Captain Babcock. Owned by Geo. Daniels.

In May.—Clipper ship Flyaway, for Messrs. Schiff, Brothers & Co., of 1,600 tons.

June 9.—Steamship San Francisco, for the Pacific Mail Steamship Co. Burthen about 2,500 tons. Now receiving her machinery at the Morgan works.

On the Stocks.

Steamship Atlanta, of about 1,500 tons burthen, for S. L. Mitchell, New York and Savannah line, to run in conjunction with the Alabama, Florida, and Augusta. The finishing of this vessel has been suspended, awaiting the result of some improvements adopted in the machinery of the Augusta. The engine will be supplied from the Novelty works.

A small clipper bark of about 600 tons, for Wakeham, Dimon & Co. She is 137 feet long, 30 wide, and 18 deep.

Mr. Wm. H. Webb is also building, at the north part of Williamsburg, a very large balance dry dock. The following will be its dimensions:—Length, 375 feet; breadth, 99 feet; depth, 38 feet. It will be the largest ever constructed in the United States, and be capable of raising a line of battle ship, with all her armament on board, or a steamship of the largest size, with her coal, machinery and stores. It will be strengthened by a great number of wooden and double iron diagonal braces of immense size. The lifting power of this immense machine will be about eight thousand tons.

WILLIAM H. BROWN.

Launched.

In April.—The steamship America, of about 1,400 tons burthen, intended to trade between Melbourne, Port Phillip and Sydney; owned by the builder and other parties. Now getting her machinery from the Allaire Works.

Mr. Brown has nothing now in hand.

THOMAS COLLIER.

Launched.

In February.—Steamship Confucius, of about 500 tons, now on her way to Canton—last heard from at Cape de Verdes. She is intended for the China coasting trade.

In April.—Barge Treman, of 300 tons, for the New York and Troy trade.

On the Stocks.

Clipper ship Spirit of the Times, of 1,200 tons, for M. L. & G. Griswold, and to be commanded by Captain Cave. She is 191 feet long, 35 feet beam, and 19 feet deep.

A steamer of 500 tons, for Mr. James Cunningham, for the Sacramento river; she will have a beam engine from Cunningham & Belknap's foundry.

GEORGE COLLYER.

Launched.

In April.—The steamship George Burbeck, of about 400 tons, for harbor duty. Machinery by Mr. George Burbeck, after whom she is named. Nothing on the stocks.

SMITH AND DIMON.

On the Stocks.

This firm has not launched anything this year. They have now in frame a steamship of about 2,500 tons burthen, for the Pacific Mail Steamship Co., of the same size as the John L. Stephens, but much sharper. She is 250 feet long, 41 wide, and 26 deep, and we understand will be fitted with double beam engines.

They are also building for Mr. Aspinwall a little experimental steamer, of about 60 tons. She will be fitted with two small engines, with direct action, and instead of a paddle wheel on each side she will have but one placed in the centre. The paddle-box is of iron, and air-tight, into which air will be forced by the working of the engine, to prevent the water rising above the level of the bottom of the boat. The wheel will project about a foot beneath and be protected by a guard on each side, fixed on the bottom and extending a few inches below the wheel, to save it from injury by grounding. If the experiment answers it is contemplated to apply the principle to a larger vessel. This little craft is 75 feet long, 16 broad and 6 deep, and handsomely modelled.

WILLIAM COLLYER.

Launched.

April 22.—The steamship Alice Price, of 295 tons, to run between this city and Red Bank. She is fitted with a beam engine from the shop of Mr. J. E. Coffee.

April 23.—A barge of 180 tons, for the Albany trade.

On the Stocks.

The steamship Nashville, for Messrs. Spofford, Tilton & Co.'s New York and Charleston line of steamers. She is 210 feet long, 34 wide, and 22 deep. She will be fitted with a side lever engine, from the Novelty Works. Captain Berry, now of the Marion, will command her.

A schooner, of about 220 tons, for the coal and stone trade between Portland, New York, Philadelphia, and Baltimore; she is 102 feet long on deck, 28 feet wide, and 8 deep.

JEREMIAH SIMONSON.

Launched.

March 10.—Commodore Vanderbilt's steam yacht North Star, of 2,500 tons, at present on a visit to Europe.

The steamship Clifton, of about 700 tons, originally intended for the Staten Island ferry, but now destined to run to Elizabethtown Point in conjunction with the Red Jacket. She has a single beam engine, from the Allaire Works.

Mr. Simonson has nothing in his yard save the keel of an intended steamship for the Staten Island ferry, the building of which has been suspended since the transfer of the ferry from Commodore Vanderbilt to its present owners.

ABRAHAM C. BELL.

Launched.

April 30.—The Clipper ship North Wind, of about 1,100 tons, now receiving freight at pier No. 15. East river, for California.

On the Stocks.

The clipper ship San Francisco, of about 1,400 tons, for Thomas Wardle, for the California business. She is 198 feet long on deck, 38 wide, and 22 deep. Will be ready to launch in about six weeks.

ROOSEVELT AND JOYCE.

Launched.

In April.—the schooner T. A. Ward, of about 300 tons, for Freeman & Houston, in the Wilmington trade, under command of Captain J. D. Hoff.

On the Stocks.

The clipper ship David Brown, of about 1,750 tons, for A. A. Low & Bro., for the California and China trade, and to be commanded by Captain N. B. Palmer; she is 213 feet long on the keel, 22 on deck 41 feet beam, and 22 feet 6 inches deep. She will be launched in September. She is named after the late Mr. Brown, of the firm of Brown & Bell, who built the clipper Oriental, Howqua, Samuel Russell, and many other celebrated ships. Both these gentlemen died recently, and each has had a clipper ship named in honor of him.

A clipper ship for James Bishop & Co., not yet named, for the same trade, to be commanded by Captain Corning; she is 170 feet long on the keel, 38 beam, 20 deep, and of about 1,050 tons burthen; will be launched about the same time as the David Brown.

GEORGE STEERS.

Launched.

Mr. Steers has launched since the 1st of January, the propeller Vaguet, of 350 tons, which left here about the middle of May for Havana; also the schooner Pride of the Sea, of 250 tons, for Fox & Brothers.

On the Stocks.

A schooner yacht of 105 tons, for Mr. Duncan, of the firm of Duncan, Sherman, & Co., and a sloop yacht of 35 tons for Mr. Ray. Both of them are modelled after the celebrated yacht America, between which and the schooner there is a striking likeness, particularly in the increased draft aft, a peculiar feature in the America, that attracted much notice both here and in England.

WILLIAMSBURG.

Launched.

Jan. 10.—A large sloop called the Mary Ann Lake, of about 80 tons, owned by W. Lake & Bro., and employed in the stone trade.

Jan. 26.—Ferry boat Eagle, for the Roosevelt and Bridge street ferry.

Jan. 31.—Ferry boat Osprey, for the same company.

Feb. 12.—Ferry boat Curlew, for the same. They rate about 400 tons each. Messrs. Pease & Murphy furnished the machinery for the whole.

April 2.—Clipper bark Flying Cloud, of about 350 tons, for Earbeck & Co. Now in the Angostura trade.

May 10.—Schooner Fidelia, of about 75 tons, for B. Blanco. Employed in the South American river trade.

June 22.—Bark Heloise, of about 375 tons, for Captain McKelzie; now being rigged at the yard.

July 2.—Clipper ship Wide Awake, of about 900 tons, for Siffkin & Ironsides, for the California business. She is 167 feet long, 31 wide and 18 deep.

On the Stocks.

A brig for M. M. Freeman & Co., 105 feet long, 25 beam, and 11 deep, and of about 325 tons burthen.

A bark of 300 tons, for D. Curtis & Co., 100 feet long, 25 beam, and 11 deep, for the Carthage and Savannah trade; to be commanded by Captain Morrill.

Steamship Yankee Blade, of 2,000 tons, 265 feet long, 37 beam, and 22 deep. She is building for Mr. E. Mills, and will run from this city to Aspin wall, to connect on the Pacific with the Uncle Sam, now on her way there. She will be a very sharp vessel, and will be fitted with a beam engine from the Allaire Works. It is expected she will be ready for launching in November.

GREENPOINT.

Launched.

Feb. 1.—Steam ferry boat Ellen, of about 200 tons for the Catharine and Bridge street Ferry Company; 130 feet between perpendiculars, 28 feet 8 inches wide, and 11 feet deep.

March 10.—Steam ferry boat Louise, of the same dimensions, and for the same parties. The machinery of both boats was from the Novelty Works.

May 24.—A steamboat for the Hudson River Railroad, of 330 tons; 135 feet between perpendiculars, 29 feet 6 inches wide, and 8 feet 9 inches deep.

June 29.—Steam tug Leviathan, of 600 tons; 179 feet on deck, 29 feet 6 inches wide, and 11 feet 8 inches deep, owned by Messrs. Spofford, Tilton & Company. This boat will be fitted from the Allaire Works, with a very powerful engine for her size, with a cylinder of 60 inches in diameter, and 10 feet stroke.

The tonnage of the above is government measurement. Mr. Webb has no contracts on hand at present.

SAMUEL SWEDEN.

Launched.

Jan. 3.—Steamboat Daniel Webster, of 800 tons built for the Maine Steam Navigation Company; and now running between Portland and Bangor. Machinery built by J. E. Coffee.

March 31.—Propeller Westchester, of 330 tons, running between New York and East Haddam. Machinery by Hogg & Delamater.

Mr. Sweden has nothing now on hand at present. The keel of a large steamship, 250 feet long, and about 2,600 tons, for a new company, is about being laid down in his yard, but for what trade is not known.

JABEZ WILLIAMS.

Launched.

In May.—A schooner of 340 tons, for Mr. Hunter, now in the Petersburg trade.

On the Stocks.

A schooner for Captain Hull, for the Charleston trade, of about 350 tons burthen has just been commenced. She is 112 feet long on deck, 28 feet wide, and 12 deep.

E. WILLIAMS.

Launched.

In the early part of the year, the pilot boat Elwood Walter, of about 90 tons, for the pilots of the pilot boat Yankee, which was lost last winter in the bay. Mr. W. has nothing now in hand.

HOBOKEN.

Launched.

March 17.—Steamer Cornelia, 240 tons, for Wilson Small, now lying at the foot of Beech street, receiving her machinery from Mr. Small's foundry. She is intended for the river trade.

March 23.—Tow boat Walter B. Crane, of 100 tons, for Thomas Cornell, of Rondout. Engine by G. & J. Burbeck.

April 16.—Steamer Anglo Celt, of 405 tons, for parties in New Orleans, for towing. Machinery by Cunningham & Belknap. Nearly ready.

May 6.—Barge James Cogswell, of 200 tons, for J. P. & Thomas Cunningham.

May 23.—Three-masted clipper schooner Gardner Pike, of 350 tons, for S. C. Nelson and others; in the coasting trade.

On the Stocks.

A clipper ship of 900 tons, for foreign account, intended to trade from Malaga. She is 170 feet long, 32 feet wide, and 18 feet deep.

The keel of a schooner, of 200 tons has just been laid for S. C. Nelson, Captain Anzack and the builders. She will be 100 feet long on the keel, 30 feet wide, and 9 feet deep.

CAPEB AND ALLISON.

Launched.

Steamboat Austin, for Captain Austin and others of Albany, of 560 tons.

Sloop Abraham Cogswore, for M. S. Allison, of 85 tons.

Steamboat On'y Son, for Captain P. C. Shultz, of 140 tons, for harbor towing. Engine by G. & J. Burbeck.

On the Stocks.

A three-masted schooner, of 400 tons for J. D. Harris, Capt. Wainwright and others. Length, 126 feet on the keel; beam, 30 feet; depth, 16 feet.

A propeller, for Shaw & Whitefield, of New Bedford, of 300 tons. Length, 130 feet; beam, 25 feet; hold, 8 feet.

The following tables show at a glance the number and tonnage of the vessels launched by each builder during the past six months, and those now on the stocks in each yard:—

VESSELS LAUNCHED IN NEW YORK FROM JAN. 1 TO JULY 2, 1853, INCLUSIVE.

Westervelt & Co.	Sting	Tons.
Wm. H. Webb	1	4,900
Thos. Collyer	1	6,537
Wm. H. Brown	1	1,400
Thos. Collyer	1	800
Geo. Collyer	1	400
Wm. Collyer	1	421
J. Simonson	1	3,200
A. C. Bell	0	1,100
Roosevelt & Joyce	0	1,300
Geo. Steers	0	1,600
Perine, Patterson & Stack	3	2,825
J. H. Webb	4	0
S. S. Sudden	2	0
Jabez Williams	0	1
E. Williams	0	1
Cape & Allison	3	1,275
Cape & Allison	1	785
Total	23	21,748

VESSELS NOW BUILDING IN NEW YORK.

Westervelt & Co.	Sting	Tons.
Wm. H. Webb	1	2,100
Thos. Collyer	1	1,700
Smith & Dimon	2	3,100
Wm. Collyer	1	1,400
J. Simonson	1	2,950
A. C. Bell	0	1,100
Roosevelt & Joyce	0	2,800
Geo. Steers	0	2
Perine, Patterson & Stack	1	2,825
J. H. Webb	1	350
Isaac C. Smith & Son	0	2
Cape & Allison	1	700
Total	12	16,735

RECAPITULATION.

No. launched in 6 months	23	21	27,648
Number building	12	16	27,325
Gross total	35	37	54,973

Showing that 27,648 tons have been launched in this city since the first of the year; of which twenty-three were steamers and twenty-one sailing vessels, and leaving on the stocks twelve steamers and sixteen sailing vessels, of the aggregate burthen of 54,973 tons.

As usual, steamers form a large proportion of the new vessels—there being twenty-three of that class of the forty-four vessels launched this year; and of the twenty-eight vessels now on the stocks twelve of them are steamers.

Of the sailing vessels, clipper comprise a large number, eleven of that peculiar building having already been launched this year, and of the unfinished vessels nine are of the same character. This does not include the steamers, which are in reality steam clipper.

Three-masted schooners appear to be coming popular among ship owners, several of that class having been recently constructed. Their advantages over square-rigged vessels consist in the small number of hands required to work them, and their superiority in speed on particular winds.

In addition to the above enumerated vessels, we heard of some unnumbered contracts for several large steamers and sailing vessels, the keels of which will probably be laid down in a few days.

Interesting Launch at New London.

(From the New London Chronicle, July 2.)

A fine clipper schooner, built by Mr. Wm. Miller for Messrs. Henry P. Haven and Thos. Fitch, will be launched this afternoon at about 6 o'clock, at Mr. Miller's ship yard, near the wharf. She has a high stern, and is pronounced of very superior model, and is of about 200 tons burthen, built for a fast sailor, coppered and copper fastened. Her length on deck is 103 feet; depth of beam, 27 feet 7 inches; depth of hold, 9 feet 3 inches. She has a high stern, and a round stern, and her cabin is finely furnished with state rooms and excellent accommodations for passengers. She will be loaded immediately and despatched for Honolulu, S. I., and will probably be employed in the trade of the Pacific between that port and San Francisco.

Her name, the Restless, will revive recollections of the very earliest navigation of our waters, her owners having given her that christening in memory of the first vessel that entered Long Island Sound—at any rate through Hell Gate, whatever the Northern may have done some centuries before, between Montauk Point and Watch Hill. In 1614, Adrian Block, built a little yacht on the Hudson, of about forty feet in length, and passing through the then frightful whirlpool which he called Hell Gate, explored the coast of New England as far as Cape Cod, visiting nearly all its rivers, harbors, and headlands. This little vessel was a high sterned clipper, and was the first of the kind that entered the Sound. She was built by the Dutch, and was named the Restless, after the Dutch word for restless, which was the name of the vessel. She was built by the Dutch, and was named the Restless, after the Dutch word for restless, which was the name of the vessel.

What a contrast between this beautiful vessel and her clumsy and uncouth old namesake of the seventeenth century! How would the sturdy old Dutch navigator of that time feel if he could come here with his little vessel, and look around him now? Coming to anchor, as he likely enough did, under the rocky promontory of old Mameacook—there were an upper and lower Mameacook then—little thought that in somewhere about two hundred and forty years, the little vessel would be present, and that another on the opposite side of the river would be the scene of a bloody battle and become an antiquity. Little did he imagine that the rocky hill, that long swamp north of his anchorage, would be transformed into a city, with its dense population, and its beautiful church spires; and less than all did he imagine that this clean built craft, with her beautiful appointments, her sharp bow, and her taper masts, was about to be launched from the very spot where he went ashore from his ugly punt to barter his tobacco with the tawny savages for beaver skins.

THE CHOLERA AT WILLIAMSBURG, MD.—It seems to be admitted that they have had, and still have, the cholera, or some other similar disease, at Williamsburg, Md. The Boonsboro' Odd Fellow, of the 24th ult., says:—After a strong and foolish effort was made to deny the existence of the cholera in Williamsburg, the paper published there, and the citizens, acknowledged the fact. Since our last there has been numerous new cases and many deaths. On the 25th there were five deaths, on the 26th five, and yesterday three. The cholera has been very prevalent, and of 100 cases and fifty-five deaths. Many of the citizens are leaving. We hope that the disease has done its worst and will subside. A letter has been received here stating that there were forty-five new cases yesterday at that place, and that a large number of deaths. Among the victims is the Postmaster. The same paper states that a colored boy from Williamsburg died of cholera at Sharpsburg on Sunday. Hagersdown is healthy, but the cholera has been very prevalent there. A report that the cholera had appeared at the College of St. James is positively contradicted by the Hagersdown papers. The students are in good health generally, some few having had a slight attack of diarrhea.

Near Montgomery, Alabama, Mr. Alpheus Jones rushed upon Dr. Miller, in the act of adultery with his wife, Mrs. Jones, when the doctor drew a bowie knife, killed his assistant, and escaped.

Our Boston Correspondence.

Boston, July 2, 1853.

The Constitutional Convention—Unionist Action—Internal Debates—Temperance Provisions—Temperance Statistics—My Lord of Essex—The Boston Post Office—Country Office—Pepperell—New Bedford—Fall River—Old Lines in the State—The Worcester Post Office—A Democratic State Convention proposed, to act against General Cushing, &c.

The Convention is getting to be as ill as that of France, in 1793. That evil-sounding, still-beginning, and never ending subject—the basis of representation—has been under discussion all this week, and some gentlemen have been talking about this another, in course of their discussions, and to their faces, just as they do in private. Some of the Bristol "anti-whig" delegates, headed by Marcus Morton, Mr. Williams, and Mr. Hathaway, a spirited hunker from Freetown, have combined to aid the whigs, as it is said. They came to the Convention determined upon ruling it, or ruining it. They were regularly used up in a fortnight after the Convention met, and are now doing a great deal of mischief to their friends—the mother of mischief, as the proverb says, being no bigger than a nidge's wing. Mr. Butler and Mr. Hathaway had a set-to on Wednesday, and cut each other up in fine style. A civil war of two hours took place, the whigs leaning back in their seats as far as they could (the backs do not slope, though some of their occupants occasionally do) and enjoying the tragic comedy with great good humor—men being so very amiable when their enemies are destroying themselves.

The Convention has acted very unwisely in voting that its members shall be paid \$3 per day for their services, when it was understood that \$2 per day was to be the compensation. The contest between the conservatives and the radicals, about calling the Convention, extended over a period of two years. The whigs objected to it, among other things, that it would cost a great deal of money. The reformers replied that it would not cost the half that the whigs said, and pledged themselves, through their papers, in conversation, and in course of a debate in the State Senate, that the pay of delegates should be \$2 per day, the same that was paid to senators and representatives. The whole matter was apparently well understood among men of all parties; but the chairman of the committee to whom the subject of pay was referred, and who is a whig, reported an additional dollar per day, and the Convention, by an overwhelming majority, greedily swallowed the bait.